

2023 END OF SEASON REPORT



LONE PEAK INTERAGENCY HOTSHOT CREW



State of Utah
Department of Natural Resources
Division of Forestry, Fire & State Lands





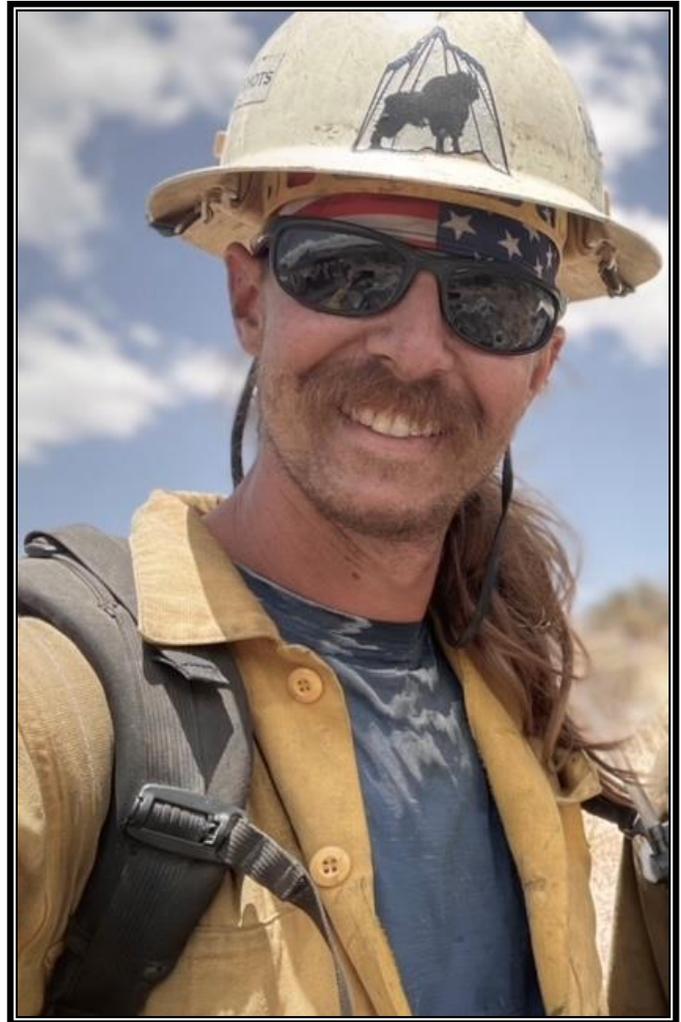
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2023 Season Summary and Personnel

Prior to the start of fire season, the Lone Peak Hotshots, the fire community, and the world suffered a tremendous loss. On March 31st, 2023 our Bravo Squad Leader, Jasper “Mud Flap” Amir, suddenly and unexpectedly passed away. Jasper admirably served on Lone Peak for nearly seven seasons. Mud Flap was fiercely proud of being an integral part of this organization. He undoubtedly dedicated much of his time here to better himself and his crewmembers. For that, Flap, we thank you. Jasper’s pursuits in fire spanned coast to coast, from the North Star Fire Crew in Alaska to The Nature Conservancy in North Carolina. During this time, he developed many meaningful relationships with members of the wildland fire service. His sense of humor, determination, and zest for life made him a well-known and respected figure across the country. His presence will be sadly missed, but his memory will live on forever. We love you Mud Flap.



The 2023 fire season started on April 24th with an 80 hour “critical training” period. On April 28th the crew became nationally available while finishing the remainder of critical. Lone Peak retained nearly all of its crewmembers, with only one brand new hire to the crew with everyone else having spent at least one season on the crew prior to 2023.

The crew maintained its organizational structure moving into the 2023 season with the 1-2-2-2 format: One Superintendent, two Captains, two Squad Leaders, and two Lead Crewmembers. In addition to that, the crew had the ability to staff three new permanent positions designated as Senior Crewmembers and are to work underneath the Lead Crewmembers in the chain of command. Oscar Rodriguez, Jaycob Adams, and Eleanor Tansley were promoted into these positions. With Brett Branin vacating one of the Captain spots, seasoned Squad Leader Justin Roach was hired in as the other Captain. This left two Squad Leader positions to be filled by previous overhead of Lone Peak. Dan Sullivan, formerly the Assistant Crew Supervisor on Twin Peaks Type 2IA Crew and Lead Crewmember on Lone Peak, accepted the position as Squad Leader. Kadell Deason, former Captain on the crew and current Fire Program Specialist, returned to serve as Squad Leader for half of the season with the tragic passing of Jasper. Brett Branin returned for the final three tours with the crew. With the help of Brett and Kadell, the crew



successfully maintained Interagency Hotshot Crew status for the entirety of the 2023 season. All other overhead positions were retained by those who had filled them in the previous season.

The crew was on call for several weeks when the first resource order came on May 30th to Upper Peninsula of Michigan for a preposition on the Hiawatha National Forest. In all the crew was assembled for 170 days, for 13 assignments, with 108 days on assignment, 21 days of travel, and 1,071 hours of overtime.



Off-Season Assignments

After the seasonal crewmembers are laid off for the winter, the permanent employees begin the necessary preparations for the upcoming fire season. These preparations include cleaning, repairing and replacing gear, ordering new gear and equipment, repairing vehicles, hiring new crewmembers for the upcoming season, and various duties associated with administrating and managing a Hotshot Crew. When possible LPIHC attempts to assist our local interagency partners in pile or broadcast burns. Throughout the winter, we sent several of our permanent staff to assist in multiple prescribed fires.

Permanent and seasonal employees alike, often fill a variety of fire roles throughout the offseason. Crewmember Cyrus Symonds completed a season of prescribed fire with The Nature Conservancy South Carolina (TNC SC). Permanent employees Justin Roach, Alejandro Ocotlan, and Eleanor Tansley went on assignment in South Carolina to aid TNC SC with their prescribed fire efforts across the state.

This symbiotic work exchange provides our firefighters with a strong knowledge base of fire behavior, firing operations, and fire dependent ecosystems. In exchange, TNC gains valuable



suppression experience from our personnel allowing them to increase their overall prescribed fire operating capacity.

Project Work

The 2023 season yielded plenty of project work and a late start to the fire season. A wet winter, spring, and summer in the American West helped stave off what would be considered a “normal” fire season which resulted in approximately four weeks of project work. This was the most project work the crew completed since 2019. The crew traveled the state and participated in various fuels reduction projects. Some of the notable projects included thinning and hazard tree mitigation in Freemont Indian State Park and Juniper eradication outside of Liberty, Utah. Overall, the crew treated roughly 130 acres through chainsaw work.

Safety (Personnel and Vehicles)

Lone Peak finished the 2023 season with no major injuries outside of the typical issues associated with our arduous work environment. Only one crewmember had to seek medical attention for an infected toe, while all other injuries were minor. The crew experienced many instances of bee and wasp stings as well as poison oak reactions. None of these encounters required medical attention that could not be cared for within fire camp.



The crew accumulated a staggering 93,867 miles among five vehicles for an average of 18,773 miles per vehicle. Despite the mileage, the crew vehicles performed quite well compared to past seasons, however, the seriously aging fleet is starting to show the effects of tens of thousands of miles of navigating dirt roads. One crew carrier struck a deer at highway speeds in Wisconsin, and required several days of repair. No occupants were injured during the incident.

Other notable incidents included the trailer and the UTV. While driving a rough dirt road to a fire on a remote part of the Gila National Forest, a leaf spring mount on the trailer that carries the UTV failed. The resulting damage left the trailer inoperable. The drivers of the vehicle towing

the trailer were able to unload the UTV and drag the trailer to a safe spot off the road, while not incurring any damage to the vehicle or UTV. On the Hayden incident the UTV tipped over onto its side. This was caused by an inexperienced driver attempting to turn the UTV around during a crew shuttle. The rough road was narrow with a steep drop off on one side and a cut bank on the other. While performing the K turn, with a fully loaded UTV with passengers, the driver accelerated while backing towards the cut bank. The rear passenger tire hit the cut bank at such an angle that it caused the UTV to tip very slowly onto the driver side. All occupants were wearing seatbelts and helmets. No injuries occurred. The UTV did not sustain any damage.

Lone Peak experienced a near miss incident near the middle of the season. It happened during the end of the shift when a swamper was too close to the sawyer. The sawyer was cutting pine regeneration trees positioning the bar close to the ground. After the vegetation was cut the swamper reached down to grab the swamp and contacted the bar striking the swamper's wrist when the saw was idling down. The wound was a minor cut easily treated with band aids. We attribute the incident to the saw team operating more closely than normal and being complacent.

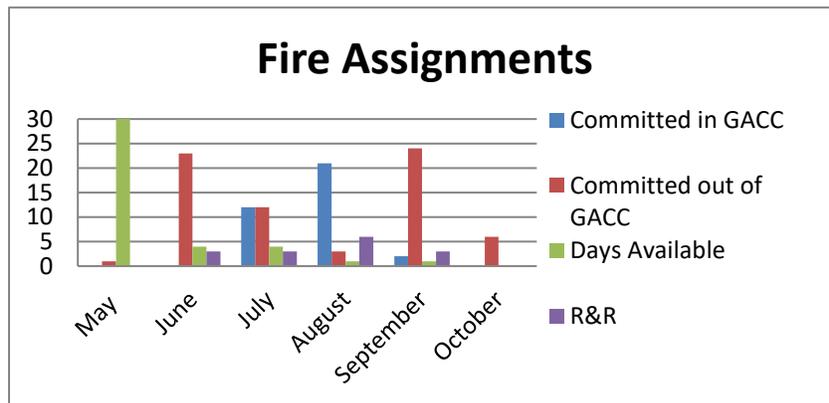
Critical Training Overview

Training	Hours	Date	Training	Hours	Date
Intro/Expectations	0.5	04/24/2023	Chipper Orientation	2	04/26/2023
Welcome/Orientation	0.5	04/24/2023	Hazmat Awareness	0.5	04/26/2023
Vehicle Orientation	0.5	04/24/2023	Leadership Book	0.5	04/26/2023
Tool Order	0.5	04/24/2023	Field Exercise	24	05/02-03/2023
Annual Training	2	04/24/2023	Refurb Standards	4	05/01/2023
SOP's/SIHCO	2	04/24/2023	Lessons Learned/ Case Study	0.5	05/01/2023
Pack Test	1	04/24/2023	SIHCO	1	05/01/2023
RT-212	2	04/25/2023	Water Handling	0.5	05/03/2023
Safecom/Safenet/Blood Borne Pathogens	1	04/25/2023	Modular Breakouts	4	Daily
Medical Emergency Training	2	04/25/2023	Briefings/Debriefs	5	Daily
RT-130	5	04/25/2023	Job Hazards/Safety	2	Daily
Physical Fitness Test	2	04/26/2023	Physical Training	11	Daily
Project Expectations/Traffic Safety	1	04/26/2023	Base Review	4	05/04/2023
Total Training Hours					80



Incident History

Management Level	Risk Type	Incident Name	Incident Number	Number of Shifts
RXB2	RX	Old Woman South	UT-FIF-230033	5
Preposition	-	2023 HIF Support	MI-HIF-2300044	9
Preposition	-	2023 HIF Severity	MI-HIF-230306	11
IV	WF	Middle Mesa	NM-FAD-000183	5
Preposition	-	2023 SWCC Support	NM-SWC-000002	3.5
IV	WF	Antelope	NM-GNF-000332	2
Preposition	-	2023 SWCC Support	NM-SWC-000002	5.5
II	WF	Hayden	ID-SCF-023084	14
II	WF	Thompson Ridge	UT-FIF-230252	9.5
II	WF	East	ID-BOF-000740	5.5
II	WF	Ridge/Chilcoot	OR-UPF-000346	14
IV	WF	Red Canyon	NV-CCD-030721	1
III	WF	Buford	NM-CIF-000480	13



2023 Lone Peak Hotshots Seasonal Data

AVAILABILITY		
1	Total days crew was assembled?	170
1a	Start Date	4/24
1b	End Date	10/11
2	Total number of days assigned to incidents? <i>(Includes travel)</i>	108
2a	How many days were in official travel status?	21
2b	How many 14 day assignments were completed during total number of days assigned?	6
2c	How many assignment extensions? <i>(how many requested)</i>	0
2d	Number of days on project work while assigned? <i>(list specific type: e.g. Trails, fuels etc.)</i>	6
2e	Number of days on project work while not assigned?	18
3	Total number of days off?	15
3a	Days off in pay status?	8
3b	Days off in non- pay status?	7
3c	Number of days in station or otherwise and not accounted for above?	1
4	Number of days as a Type 2IA	0
TRAINING		
5	Number of days in training?	8
6	Number of days of non fire mandatory training?	0
7	Number of instructor hours dedicated to non-crew training courses?	80
8	Number of task books initiated?	9
8a	Number of task books completed?	5
TRANSPORTATION		
9	Total miles driven? <i>(Total of all vehicles)</i>	93,867
10	How many vehicles do you have?	5
11	Number of vehicle accidents? <i>(Vehicle down for repair due to accident)</i>	1
12	Number of injury vehicle accidents?	0
12a	Vehicle accidents above where fault was Government Driver?	0
13	Number of days vehicle down for failure or repairs? <i>(Non-accident, total all vehicles)</i>	22
14	How many times did your crew fly? <i>(Count each leg as a flight)</i>	0
14a	Commercial	0
14b	Charter	0
PERSONNEL		
15	Total number of funded personnel on crew?	22
16	On average how many personnel did you have on incidents?	21
17	Total number of career appointments? <i>(excluding apprentices)</i>	10
18	Number of apprentices on crew?	0
19	Number of career positions that were vacant?	1
20	Number of career employee's on the crews that are eligible for retirement in the next 5 years?	0
ACCIDENTS AND INJURIES		
21	Number of non-injury incidents? <i>(bee stings, poison oak, etc)</i>	14
22	Number of injury accidents?	0
23	Number of injury accidents that required medical attention? <i>(no lost time)</i>	1
24	Number of injury accidents that required medical attention? <i>(lost time)</i>	0
PROJECTS		
25	Total Fuels Treatment Acres? <i>(while assigned and unassigned)</i>	330
25a	Mechanical? <i>(which includes RX prep work)</i>	130
25b	Burned?	200



INCIDENT SUPPORT		
26	Number of Shifts crew leadership fulfilled incident leadership positions?	16
26a	Number of shifts crew personnel filled other ICS positions while assigned?	0
26b	ICS Position(s) crew filled? ie; HEQB, FELB, etc	ICT5, ICT4, FIRB, HEQB, DIVS
COVID-19		
27	How many times did your crew get tested on assignment?	0
27a	How many positive cases did the crew have?	1
27b	How many days was your crew out of service due to covid?	0

CREW ROSTER

